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THE HONGKONG DISPENSARY,
Hongkong, 2nd September, 1907.

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DEATH.

On September 5th, at his residence at Macao, BERNARDO MARIA DAS NEVES, OF ARAUJO, RIO, retired Brigadier Surgeon, aged 80 years. (1470 Shanghai, Lisbon and Oon papers please copy.)

HONGKONG OFFICE: 10A, DAS VERUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1907.

It is not only affairs connected with
Manchuria that are straining the relations
between China and Japan, as mentioned in
our Tokyo correspondent's telegram. There
is at present a good deal of soreness, on the
Chinese side at least, regarding the Japanese
attitude toward a long-outstanding boundary
dispute with Korea. On the north-
eastern boundary of Korea, marching with
a corner of Manchuria, between the Tou-
man river and its tributary, the Tumen, lies
the Chientao district, (called by the
Japanese 'Kanto') measuring over 260
miles latitudinally and about sixty or
seventy miles longitudinally. This section
was a very stormy corner during the
Russia-Japanese war, and the inhabitants
were so harassed by one side or the other,
and afterwards by bandits that it seems a
pity they cannot enjoy a little peace now.
It appears, however, that more troubles
await them. China and Korea have never
agreed as to the overlordship of this strip
of territory. History says that about A.D.

1712 special commissioners from China and
Korea erected the boundary stone on the
watershed, between the Yalu on the west
and the Tumen on the east, on the south
eastern slope of the Paitoushan, where it
still stands with a legible inscription. But
the Chinese say there has been confusion
of names, between the Touman and the
Tumen, and have regularly re-opened the

dispute for many years past. There was
to have been another boundary commission
three years ago, but the outbreak of war
between Russia and Japan prevented it.
The Russians were at that time in force
there, and the Korean administration of
the district was rendered a farce. About
three years before that, a Chinese yamen
was established at Chientao, and the officials
acting under instructions from Peking
ignored the Korean officials and governed
as if the area were unquestionably Chinese.
The Koreans never ceased to protest, how-
ever, and even sent troops to protect the
Korean residents from molestation. They

were powerless against the bandits who
poured in after the war, as indeed were also
the Chinese, and when reports reached the
Japanese Resident-General at Seoul that
certain Japanese settlers had been killed,
in addition to the numerous complaints
from Koreans, no time was lost in des-
patching a Japanese officer with a small
force, to maintain order. The neighbouring
Chinese officials resented this, as an
indication that the Japanese were bent on
arbitrarily settling the outstanding bound-
ary dispute, and with characteristic
mendacity they alleged that everything was
so quiet and peaceful and orderly there that
there could be no other reason for the
presence of soldiers. There is no doubt
whatever, according to information, that the
arrival of a force of military police was
opportune, and the Japanese Government is
unlikely to refuse to discuss the old bound-
ary question along with other matters under
negotiation. The Chinese jealous dislike of
the Japanese shows no abatement, and the
reports of ignorant and prejudiced provincial
mandarins are bound to add fuel to the
flames at Peking. It is to be hoped, for
China's own sake, that moderate counsels
will prevail, and that the advent of Count
Okuma will find both sides prepared to
argue reasonably. The officialdom of China

has been noticeably more "upish" lately,
and the Chino-Japanese negotiations are
therefore likely to be protracted. We do
not anticipate, however, as is suggested in
the extract on our third page, that there
will be any "conflict."

The latest to join the Volunteers are Messrs.
T. Fuller, T. G. Wooll, J. B. Beattie, J. C.
Pendlebury, and J. D. Woods.

A young Chinese woman, residing at 31,
Pokfulam Road, committed suicide on Thursday
afternoon by taking a dose of opium.

Now that there is a promise of cooler weather
the Volunteers have commenced work again,
three ordinary drills being announced for next
week.

For stealing a quantity of zinc from a building
in Caine Road, Mr. F. A. Hazelton yesterday
sentenced a coolie to three weeks' imprisonment
and six hours' stocks.

The Chinese taken from the Eastern Market
to the Civil Hospital with a ruptured spleen
died yesterday. The four men charged with
assault were discharged and re-arrested on a
charge of manslaughter.

On Sept. 1st, at the Shanghai Municipal
Electricity Works was started on a trial what is
believed to be the first steam turbine in China
used for the generation of electricity. The
turbine runs at a speed of 1,500 revolutions per
minute and develops 1,350 horse power. It was
built by Messrs. Parsons & Co. of Newcastle-on-

Tyne.

Viceroy Chang Chih-ting is said to have
written to the Waiwupu protesting against the
"interference" of Sir John Jordan in relation
to the proposed Government monopoly for the

sale of prepared opium, and uree that the
Central Government "stard firm" on its rights
and start the scheme without reference to outside
opposition.

A Wuchang letter states that members of the
Hupel foreign-modelled Army and representa-
tives of Education in that province have lately
been occupied with the project of putting up a
bronze statue of Viceroy Chang Chih-ting, in
some conspicuous place in Wuchang. This
having come to the ears of His Excellency he
one issued orders to stop the movement.

Three boatmen appeared before Mr. F. A.
Hazelton at the Police Court yesterday charged
with exporting arms and ammunition to China.
One of the defendants was found guilty and
ordered to pay a fine of \$100, the alternative
being two months' imprisonment. The case
against the other two defendants was remanded
and they were admitted to bail in the sum of
\$100 each.

Many people hold the opinion that the moon
has an effect upon the weather. Sir John
Herschel asserted that the tendency for clouds
to disappear as a full moon comes to the meridian
was "fully entitled to rank as a meteorological
fact." Mr. G. F. Chambers, F.R.A.S.,
"as the result of more than thirty years'
observation" is firmly convinced that such is
the case, and explains it as the result of our
atmosphere receiving some small amount of
radiant heat from a full moon when on the
meridian of any place. Neither Sir William
Ferschel nor Sir John Herschel gave the
weight of his authority to any statement as to
the moon's influence on terrestrial weather
more definite than the foregoing.

During the past few years considerable sums
have been advanced to the Korean Government
by Paris bankers and other French financiers,
and M. Pierre Giffard, who was in Korea for
some time, now raises the interesting question,
How are these liabilities to be met? In 1901
certain Paris banking firms lent Korea
£280,000. Then came the transformation of
the Mut, the construction of the railway from
Soul to Wiju, and the creation of the 37 post-
offices and of several schools by the agents
of the French Administration. The railway
alone cost £220,000, so that altogether the
total of Korea's indebtedness to French
financiers, in respect of the matters above in-
dicated alone, may be put at about £30,000,000.
Will Japan (ask M. Giffard) liquidate these

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FUNNELS AND FLAGS.

On Thursday afternoon a stoker fell down the hold of the ss. *Tancre* and died shortly afterwards. Death was due to concussion of the brain.

Captain P. H. Rolfe, of Hongkong, was sworn in on the 6th ult. as a Younger Brother of Trinity. Captain Rolfe is in the service of the Indo-China Steam Navigation Co. and had command of the *Nomura* up to the time of his going home on a short furlough.

Messrs. Hughes and Hough, coal brokers, reported on Thursday that 53,000 tons of coal, mostly Japanese, was then loading and/or to load for Hongkong. Since Aug. 25th (38,700) tons had arrived, in eleven steamers. Small business was doing in Japanes at \$7.25 to \$7.75 per ton. Other kinds were neglected.

Neither the *Sui-An* nor the *Sui-tai* will run to Macao to-morrow, but the Hongkong, Canton and Macao Steamboat Company will maintain their usual excursion with the large and commodious steamer *Houmo*. The Compagnie Française des Indes et de l'Extrême-Orient also announces an excursion to Macao for to-morrow by the *Pont Beau*. We understand that it is the intention of the French company to run a boat to Macao every Sunday in future. Particulars of to-morrow's excursion will be found among our advertisements.

The marked development in Japanese ship building will be further emphasised next year when it is expected that six new liners will be put on the Nippon Yusen Kaiun European run. These vessels, which will be superior to any in the Company's present fleet, are now in course of construction in the shipbuilding yards of Kobe and Nagasaki. For the Toy Kisen Kaisha three new turbine steamers of 14,500 tons are being built in Japan. These are to run on the trans-Pacific line. When all these ships leave the hands of the builders we may expect to see the Japanese companies starting some of the numerous other services which they are reported to be contemplating, including lines to India and New York.

On Aug. 16th, Mr. Bells asked the President of the Board of Trade how many British vessels were known to have been lost through floating mines since the beginning of the Russo-Japanese War; what was the latest date at which a loss of a British vessel from this cause was believed to have taken place; and whether there was reason to believe that other neutral and British vessels had been lost through this mode of warfare. Mr. Lloyd-George: Two British vessels have been reported to the Board of Trade as having been lost through floating mines since the beginning of the Russo-Japanese War (viz., the barque *Lucia*, of Shanghai, which was blown up with 15 of her crew, about ten miles south-east of Lantau Point, China Sea, on Sept. 10, 1904, and the steamer *Sobral* of Hongkong, which was sunk with eleven crew and ten passengers, eight miles off Port Arthur on May 12, 1905). Two London steamers also were damaged by floating mines (viz., *Kashin*, on Oct. 25, 1904, and *Ningpo*, on July 6, 1906). Nine neutral vessels, of which three were British, have been reported as missing on voyages in the East, but the causes of their loss are, of course, purely matters of conjecture.

On Aug. 5th, in reply to Mr. Harold Cox, the Postmaster-General gave some interesting details concerning the subsidies paid for the carriage of mails to Shanghai via Vancouver, and to the P. & O. Company for the carriage of mails from and to the Far East. The mail service from this country to Shanghai via Vancouver is performed by the Canadian Pacific Railway Company. The subsidy paid to the company is 16,000 per annum, which covers the conveyance of mails by rail, across Canada as well as the conveyance by sea across the Atlantic and the Pacific. The weight of mails since the new subsidized boats began to run shows a very large and substantial increase. In addition, the company conveys (a) mails exchanged with Canada; (b) mails from Japan and China for the United Kingdom; and (c) certain mails from and for the Continent of Europe. The total subsidy at present paid to the Peninsular and Oriental Steam Navigation Company is £34,000 per annum. Under the new contract which has just been signed, this will be reduced to £30,000. The contract with the company provides not only for a mail service to Hongkong, with extension to Shanghai but for services to India, Ceylon, the Straits Settlements, and Australia. The company conveys parcel mails, as well as letter mails, and is under certain obligations regarding the conveyance of Government passengers and stores and the sale of their ships to the Government.

The London County Council Education Committee have reported upon a suggestion made by the Navy League that the Council should provide an establishment similar to that of the Lancashire Navy League Sea Training Home, for the training of poor and deserving London boys. The committee point out that the majority of the Navy League has stated that the league is greatly concerned in the endeavour to restore British seamen to British ships, considering that at present there are about 40,000 foreign seamen serving in British vessels to whom wages amounting to about £2,000,000 a year are paid. The Surrey County Council have granted six scholarships tenable at the Lancashire Navy League Sea Training Home at Liscard for boys of good character and physique who need not necessarily possess any education beyond the ability to read and write, and they have decided to increase the number to 12. The boys are apprenticed to the master at the home, who is a retired captain of the Royal Navy, and after two years' training in the home they are placed on board selected vessels. On their return they are cared for by representatives of the home so long as their apprenticeship continues. The apprentices receive instruction from qualified teachers, and afterwards taught the whole practice and calling of a seaman by the master or the officers of the vessel under whom they go to sea. The committee state that

at the Council's Feltham Industrial School a considerable section is devoted to the interests of the mercantile marine, and they propose that, as an experiment, four scholarships should be awarded by the London County Council for this purpose, the number of scholarships in practical gardening being reduced by an equal number. The grant to the Royal Botanical Society in respect of practical gardening scholarship holders will be correspondingly reduced.

The latest addition to the fleet of the Norddeutscher Lloyd, the "Kronprinzessin Cecilie," proceeded on her maiden voyage to New York. Though provided with somewhat greater engine power, she is practically a sister of the "Kaiser Wilhelm der Gute," which began to run on the New York service four years ago; and she was launched from the Vuic yard at Stettin in December last by her name-mother, the Crown Princess of Germany, whose portrait, painted by Professor Caspar Ritter of Berlin, is one of the adornments of her drawing-room. With a length of 700 ft., a beam of 21 ft., and a depth of 22 ft. from the lower promenade deck to the upper edge of the keel, she has a gross register tonnage of 20,000 tons, and at her designed draught of 20 ft. has a displacement weight of 27,000 tons. She is propelled by two bronze screws, each 23 ft. 7 in. in diameter, which are driven by four sets of quadruple expansion engines, two working on each shaft. These engines have their high pressure cylinders mounted tandem fashion above the first intermediate cylinders, and are balanced on the Schick system so as to reduce vibration to a minimum. Together they develop 35,000 indicated horse power, being thus the most powerful marine engines in any ship at a speed of 20 knots. The two new funnels and they drove the ship on her speed trials at a speed of 21 knots though even better results are hoped for ultimately. Steam is generated at a pressure of 225 lb. to the square inch, in 19 boilers, contained in four separate boiler rooms, and having a total heating surface of 107,643 square feet, or just over two and a half acres. Her coal bunkers have a capacity of 5,600 tons, and what it costs to attain such a high speed as she is capable of may be judged from the fact that her furnaces consume about 70 tons a day.

The "Kronprinzessin Cecilie," being essentially a crack passenger steamer, in which cargo takes a very subsidiary place, her owners have made efforts in ensuring the safety and comfort of those who patronise her. She is divided into 19 water-tight compartments by 17 transverse bulkheads and a longitudinal bulkhead in the engine room, and the doors in these bulkheads are controlled on the Stone-Lloyd system, so that they can be all closed in a few seconds, by hydraulic power, by the movement of a lever on the navigation bridge. She has also a double bottom, divided into 26 separate compartments. Her passenger accommodation, though not possessing any special feature that is entirely new, is of a most elaborate and sumptuous character, and if its decorations and ornaments do not always seem entirely satisfying to English eyes, there is no denying the care and expense that have been lavished on their design. For instance, the decoration of some of the most important state rooms has been entrusted to different German schools of applied art, and the designers have been allowed a free hand with very interesting results. The dining saloon on the main deck, which is able to seat 512 persons disposed at a large number of small tables, has a central dome which rises through four decks; and, as seen from one of the upper decks, the effect of its supporting columns, finished in white with elaborate carvings, is exceedingly striking. Another effective apartment is the smoking-room on the upper promenade deck, with its stained-glass dome, wood-work of citron, mahogany, and cherry, yellow leather hangings, and blue leather seats. On the awning deck are two Vienna cafes—one for non-smokers, being, in fact, a ladies' boudoir, while the other, for smokers, has a veranda, with little tables, where passengers may sit in the open air, yet sheltered from the weather. The second-class accommodation is situated all, mostly on the same decks, as those appropriate to first-class passengers, and, though, of course, simpler in the style of its fittings, is yet very spacious and comfortable. The total complement of the ship is 742 first-class, 27 second-class, and 740 third-class passengers, with a crew of 655. To enable her to be used as a cruiser in time of war, she is fitted to carry a considerable number of guns, and her rubber and steering gear are arranged below the water-line.

THE LATE MR. S. H. SHORROCK,
SHANGHAI.

The N.C. Daily News of Sept. 2nd says—It is with great regret that we have to record the death on Saturday morning of Mr. Samuel H. Shorrock, from acute dysentery. Mr. Shorrock had been about an usual only two days previously, and his death comes as a great shock to his friends, many of whom did not even know that he was ill. Mr. Shorrock first came out here, we believe, in 1897, when he started business as a machinery importer and consulting engineer. Since 1903 he has dealt more particularly in electrical supplies, and as agent for Messrs. Bruce Petrie & Co., Ltd., he was largely responsible for securing them the tramway concession. A native of Lancashire, prior to his arrival in Shanghai he was a member of the old established firm of J. and E. Shorrock, of Darwen. Since he came out he has been a prominent member of the Association of Lancastrians in China. He figured largely in the social life of the Settlement; but perhaps it will be his enthusiasm for sport of all kinds that he will best be remembered. He took the keenest interest in the English walking team, for whose training he made himself almost entirely responsible. Furthermore all volunteers will remember the many enjoyable contests, open to all companies, for the Shorrock Cup. He followed local affairs closely, and but for his connexion with the tramway company would almost certainly have been elected to the Municipal Council. At Home Mr. Shorrock was a prominent Freemason and although he did not take a very active part in the work of the craft out here, he was greatly respected by the Fraternity. The greatest sympathy will be felt for Mrs. Shorrock, who only arrived back from Tsinling on Thursday.

The funeral took place yesterday afternoon at Bubbling Well Cemetery. During the afternoon the flags at all the Clubs in the Settlement were flown at half-mast, and long before the announced time of the service at the Cemetery chapel a large number of business men had gathered there. The coffin was placed inside the chapel and a profusion of floral tributes to the memory of the deceased was sent by many friends and representatives of business in Shanghai.

The procession from the chapel to the grave was a long one, there being present representatives of deceased's firm, the Municipal Council, Bruce Petrie and Co., the British Consulate, and Supreme Court, all the principal banks, and Stock Exchange, many Masonic brethren and others. The Pall-Bearers were Messrs. C. M. Bain, E. T. J. Blount, P. Crighton, Grant MacKenzie, C. C. A. Ward, B. F. Sheldon, A. A. Brady, and A. M. MacLean.

THE KING'S CRUISE IN THE "DREADNOUGHT."

A Times' special correspondent writes from H.M.S. "Bulwark" Cowes, Aug. 25.—Shortly after 10 o'clock this morning the King left the "Victoria and Albert," accompanied by the Queen, the Prince of Wales, the Princess Victoria, the Duke of Connaught, and many members of the suite, and went on board the "Dreadnaught," which had been previously ordered to prepare for sea. The Lords of the Admiralty and the Commander-in-Chief at Portsmouth were already on board to receive their Majesties, and soon after the Royal party had arrived the "Dreadnaught" weighed anchor, and proceeded down the lines in the direction of Spithead. The ship of the Home Fleet had been dressed over all at 8 o'clock, and as the "Dreadnaught" passed between the battleship and armoured cruiser lines the same ceremonial of saluting by the officers and cheering by the ship's companies was observed as at the inspection on Saturday.

The main purpose of the cruise was to enable their Majesties to witness the firing of some of the "Dreadnaught's" 12in. guns and also the evolutions of certain of the newest types of submarines which had previously been ordered to a rendezvous off Sandown. I enjoyed the high privilege of being allowed to go on board the "Dreadnaught" and to stay there during this memorable and most impressive cruise. The ship proceeded at moderate speed through the lines, but soon quickened up first to 15 and shortly after to 18 knots. Before the cruise was ended she had steamed 20 knots for some little time. The steadiness of the ship at these speeds and the complete absence of vibration due to the movement of the engines were most remarkable. While the ship was proceeding at 20 knots, I visited the starboard engine room. It was cooler than any other engine room I have visited, there were no moving parts visible except the governors of the two turbines, and there was very little noise. As to the engineers in charge, they seem to have little or nothing to do except to stand by for orders from the bridge. Another most remarkable point, which I observed from the deck was the extreme handedness of evolution displayed by the "Dreadnaught." The idea which has found currency in some quarters that she steers and manœuvres badly is a pure delusion. She turns in a very small circle for a ship of her size, weight, and length—she made several very sharp turns in the course of to-day's cruise—and her captain, who should know if any one does, has declared to myself and others that she manœuvres like a torpedo boat. She is, moreover, no more difficult to bring to a standstill than a ship of her size and length must always be.

This, however, is by the way. I come to the business of the day, omitting many interesting details for lack of time to record them. We were quickly past the Nab, and very soon after we were abreast of the series of targets which had been previously laid out in order that the ship might have a clear range behind some one or other of them, and were very soon passing a buoy indicating the prescribed distance from a pair of targets which satisfied this indispensable condition. Fire was at once opened from the two starboard turrets, and in less than three minutes it was concluded. The results were astonishing, and, I believe, quite up to expectations. 12 rounds were fired in all, six from each turret. Of the shots so fired, 11 hit the target, nine of these hits being bull's-eyes, and only one missed altogether, for it cut the rope which fastened the canvas target to its framework, though it was counted as a miss nevertheless. I believe that no such firing has ever been recorded before in our own or any other navy.

I should explain that the particular practice selected for their Majesties' observation was what is known as the gunlayer's practice.

In this practice the target is small, the ball's-eye being 14ft., with a margin of about 2ft. all round on which hits are counted, but not as bull's-eyes.

The range is short and accurately fixed, being almost exactly one and a half miles.

There was no picked markman selected to fire the four guns, each gun being laid and fired by its own gunlayer. Thus the practice is very simple and comfortable. The total complement of the ship is 742 first-class, 27 second-class, and 740 third-class passengers, with a crew of 655. To enable her to be used as a cruiser in time of war, she is fitted to carry a considerable number of guns, and her rubber and steering gear are arranged below the water-line.

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It is in this that it is as well to be reticent. Seeing is believing, at any rate; and those who were on board the "Dreadnaught" to-day will never forget what they saw. Their Majesties observed the firing with extreme interest, so much so (as I am informed), that the Queen, who took at first an advanced position on the bridge, was a little startled by the blast of the first round; the gunlayer trained slightly forward of the beam. The King was so greatly gratified by the splendid shooting of his bluejackets that as soon as the firing was over he sent for the gunlayers and complimented them on having achieved what he understood to be the record practice of the whole world. Subsequently he inspected the turrets and their crews, and congratulated the officers in charge on the splendid results of their efforts. After the practice the ship steered close up to the target so as to exhibit to all the effects of the firing. The targets were subsequently recovered and hung up for inspection on the quarter-deck. It appeared that the two first shots had cut, not merely the ball's-eye, but the circumference of a small circle not more than 2ft. or 3ft. in diameter at the centre of the ball's-eye.

He "Dreadnaught" anchored whilst luncheon was served on board—and soon afterwards their Majesties witnessed the evolutions of eight of the two latest types of submarines now in commission.

Four were ordered to trim for diving

surface of the water, and others were ordered to pass the ship under their petrol engines at a speed of 13 knots.

The four first mentioned were then ordered to dive and circle round the ship, occasionally putting over their periscopes under water so as to become entirely invisible.

At the end of the evolution they were to return to the surface and make their way back to their anchorage. It was very remarkable to note the smartness with which the submarines took in the signals made to them from the "Dreadnaught" by Commander S. S. Hall, their commanding officer, even when being submerged, they had nothing but their periscopes to depend upon. Several orders signalled to them were quite unexpected, and were obeyed on the instant.

The King watched these evolutions with the greatest sympathy will be felt for Mrs. Shorrock, who only arrived back from Tsinling on Thursday.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not secured for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS.

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that FIELD FIRING will be carried out daily from MONDAY, the 9th inst. until FRIDAY, the 13th inst., inclusive, commencing at 7.30 A.M., and finishing at Noon, from the South-West slope of Victoria Peak below Mountain Lodge in the Western direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.
Hongkong, 2nd September, 1907. 1471

THE HONGKONG AND KOWLOON WHARF & GODOWN CO. LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine Matheson & Co.'s Office, King's Building, Connaught Road, Hongkong, on WEDNESDAY, the 18th day of September, 1907, at 12.30 P.M., when the Subjoined Resolutions will be proposed.

1. That the Capital of the company be increased from \$2,000,000 to \$3,000,000 by the creation of 10,000 New Shares of \$100 each.

2. That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1907, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.

3. That the amounts due for the new shares be called up on 31st December, 1907.

Should the above Resolutions be passed by the required Majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

Dated the 3rd September, 1907.

By Order of the Board,
EDWARD OSBORNE,
1472
Secretary.

By ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has instructions to sell by Public Auction

ON THURSDAY,
the 19th day of September, 1907, at 3 P.M., at his SALES ROOMS, No. 3, Duddell Street,

the FOLLOWING
VALUABLE LEASEHOLD PROPERTIES

Situate at Victoria and Kowloon in the Colony of Hongkong, v.t.:-

1st. All that piece or parcel of ground known and registered in the Land Office as SECTION "D" OF MARINE LOT No. 34. Together with the messuage and erections thereon known as No. 48, BONHAM STRAND, Area, 1409 square feet. Term, 999 years, created by a Crown Lease dated the 7th day of April 1845. Crown Rent, \$250.

Secondly. All that piece or parcel of ground known and registered in the Land Office as THE REMAINING PORTION OF SECTION "A" OF KOWLOON INLAND LOT No. 713. Together with the messuage and erections thereon known as No. 18, STATION STREET NORTH. Area, 1138 square feet. Term, 75 years, created by a Crown Lease dated the 21st day of May 1897. Crown Rent, \$250.

Thirdly. All that piece or parcel of ground known and registered in the Land Office as SECTION "B" OF PRAYA RECLAMATION TO THE REMAINING PORTION OF MARINE LOT NO. 37A. Together with the messuage and erections thereon known as Numbers 119, Des Voeux Road West and 54, Connaught Road West. Area, 106 square feet. Crown Rent, \$18.00.

For further particulars and conditions of sale

Apply to
Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagors,
or to

Mr. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 7th September, 1907. 1474

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 10th inst., at 1 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 7th September, 1907. 1473

CHINA COMMERCIAL S.S. CO., LTD.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE,"

Capt. G. C. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 28th September, at 5 P.M.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansions.

Hongkong, 7th September, 1907. 1473

THE HONGKONG WEEKLY PRESS and

CHINA OVERLAND TRADE REPORT

now ready and contains:-

Epitome of the Week's News.

Leading Articles.

The Archibishop and the Deceased Wife's

Sister Bill.

Irish Affairs.

The Hongkong Fishing Industry.

Kowloon Harbour.

The Government and the Sanitary Board

Hongkong Sanitary Board.

Supreme Court.

Hongkong Hotel Collapses.

Kowloon Harbour in Hongkong.

A Diver's Death.

Macao.

"Open for All."

H. Price & Co., Ltd.

Hongkong Cotton Spinning, Weaving and

Dyeing Company, Ltd. Ltd.

Morrison Centenary Meeting.

Kulangsu (Amoy) Municipal Council.

Chinese Joss Pidgin.

Commercial.

Shipping.

INTIMATIONS.

TRANSLATED NOVELS (some illustrated, Actresses' Photos; catalogue free, or with sample, 2d. letter postage).—A. DE SALLE, 26, Rue de la Michodière, Paris. 1264

DOCTOR WANTED.

CHANGE for DOCTOR to take steamer to Australia and back (three months' trip). Apply immediately.

NOTICE.

BOX 155,
Care of "Daily Press" Office,
Hongkong, 5th September, 1907. 1460

WANTED.

A T once Skipper for Steam Launch plying in the Canton Rivers.

NOTICE.

MERCANTILE,
"Daily Press" Office,
Hongkong, 6th September, 1907. 1455

BANCO NACIONAL ULTRAMARINO.

YOUNG MAN (British) of steady habits, as Harbour Runner and Ship Chandler Assistant.

NOTICE.

SHIP CHANDLER,
Care of "Daily Press" Office,
Hongkong, 3rd September, 1907. 1441

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

NOTICE.

SHIP CHANDLER,
Care of "Daily Press" Office,
Hongkong, 13th November, 1906. 1443

EXCURSION TO MACAO.

THE fast and splendid steamer of The Compagnie Française des Indes et de l'Extrême-Orient

NOTICE.

S.S. "PAUL BEAU" will leave Hongkong, TO-MORROW (SUNDAY, 8th inst. (weather permitting) at 9 A.M., and return from Macao at 5.30 P.M. the same day.

NOTICE.

WILL BE HELD ON THE VOLUNTEER PARADE GROUND ON SATURDAY, the 11th instant at 9.15 P.M.

NOTICE.

TICKETS \$2, \$1 can be obtained from Messrs. KELLY & WALSH and from Volunteer Headquarters.

NOTICE.

MEALS and refreshments supplied on board. Passages can be booked at the Office of the undersigned until 5 P.M. on SATURDAY, the 7th, or on board on day of sailing. For further particulars, please apply to

BARTETTO & CO., Agents.

Hongkong, 6th September, 1907. 1444

NOTICE.

YUET HAN RAILWAY CO., LTD.

NOTICE.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

NOTICE.

MURRAY RED GUM, RED MAHOGANY, WHITE do, GREY BOX, TALLOW WOOD, BLACK BUTT, WHITE STRINGY BARK, RED do, TURPENTINE, BLUE GUM.

NOTICE.

PRICE \$2 CASH. On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

NOTICE.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

NOTICE.

Hongkong, 3rd October, 1906. 1441

NOTICE.

PUBLIC COMPANIES.

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

NOTICE.

THE ORDINARY ANNUAL MEETING

of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, 14th September, at 12.30 P.M., for the purpose of receiving the Report of the Consultant Committee and Statement of Accounts to 31st July, 1907.

NOTICE.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 14th September, both days exclusive.

NOTICE.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 2nd September, 1907. 1438

NOTICE.

THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE Unclaimed Balances Ordinance, 1888, Section 4.

NOTICE.

NOTICE IS HEREBY GIVEN that, bearing date the 27th March, 1899, for Five Shares numbered 3446/3456 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. HO POON-SHEK and thereafter no other scrip will be acknowledged by this Company.

NOTICE.

Dated the 12th day of August 1907.

NOTICE.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

YUET HAN RAILWAY CO., LTD., Canton, 28th August, 1907. 1438

NOTICE.

IN THE SUPREME COURT OF HONGKONG.

NOTICE.

THE HONGKONG WEEKLY PRESS and

CHINA OVERLAND TRADE REPORT

now ready and contains:-

NOTICE.

Epitome of the Week's News.

NOTICE.

Leading Articles.

NOTICE.

The Archibishop and the Deceased Wife's

NOTICE.

Sister Bill.

NOTICE.

Irish Affairs.

NOTICE.

The Hongkong Fishing Industry.

NOTICE.

Kowloon Harbour.

NOTICE.

The Government and the Sanitary Board

NOTICE.

APOLLO



SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"Apollo" tells how to avoid wasted effort.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that the course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." "Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvelous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fag.

"APOLLO" writes: "When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly puts me round, especially have I found it a relief in the tired feeling, caused by depressing or hot round. A good deal of brain work falls to me share in my journalistic work, and in this, Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me." —June 6, 1906.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Lassitude	Backache	Influenza
Neuralgia	Mental Exhaustion	Headache
Rheumatism	Premature Decay	Hysteria
Indigestion	Nervous Debility	Faintness
and all disorders consequent upon a reduced state of the nervous system.		

THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.

The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family, H.M. the Emperor of China, H.M. the King of Greece, H.M. the King of the Belgians, and the Principal Royalty and Aristocracy throughout the world.

Proprietors: Ashton & Parsons, Ltd., 18, Belgrave Square, London, England. Price in Great Britain, Bottles, 1/-, 2/- and 4/- Sold by all Chemists, Stores, &c. The 2/- size contains nearly four times the 1/- size.

USE ONLY and USE ALWAYS

MOST REFRESHING.

ATKINSON'S

Far Superior to the German Kinds.

A LUXURIOUS PERFUME IN HEALTH.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

217

LEA and

PERRINS' SAUCE

Assists digestion and gives a delightful piquancy and flavour to all.

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcester.



THE FORMALITY FETISH IN THE ARMY.

"There is surely more time wasted in the Army than in any other profession," affirms Ellis Ashmead Bartlett in an illuminating article on military matters in the August "Nineteenth Century." The article, quotations from which appear below, deals mainly with reform in the Militia, but points of interest in connection with all branches of the Army and the Auxiliary Forces are touched upon.

Under our present system, in vogue both in Line and Militia, every officer, says the writer, non-commissioned officer, and private is made to rely on the person one grade above him in rank.

To take a hypothetical case. A man wishes to speak to this company officer. He goes to his lance-corporal, who tells his corporal, the corporal tells the sergeant, the sergeant to the colour-sergeant, and the colour-sergeant speaks to the officer.

The latter agrees, and the man is marched up by his corporal. Within a certain distance the colour-sergeant takes command of both, makes them halt and stand at attention. Then he salutes and announces to the officer that they are present, a fact perfectly patent to any one not blind.

"The officer asks the man what he requires. The latter is often so numb and dazed by the rigidity and solemnity of the proceedings that he cannot explain his meaning. The corporal endeavours to do so, but fails for a similar reason. It fails to the lot of the colour-sergeant, who tells the officer.

"We will suppose the man wants to go on furlough, or to hurry off to see a dying wife."

The officer goes to the adjutant, and the latter to the commanding officer.

The reply is worked backwards through the various grades until the private eventually hears it from the lance-corporal.

"Now, all this absurdity, might be saved if it was the custom for the private to address himself direct to his officer. I remember a colour-sergeant saying how impossible it was for a man to give intelligible evidence standing to attention, as all his power of thought is concentrated on keeping the correct position."

"Then, again, what is more absurd than to see a squad of men in the prime of manhood, carrying a bucket of water or a sack of coal, carefully chaperoned by a non-commissioned officer?"

"In private life a single domestic servant is considered sufficient for this purpose, but amid the pomp and circumstance of a soldier's life not even a bucket of water can be moved except by numbers and with a sacred time-honoured formula."

"How much more attractive could the service be rendered if a little more consideration were given to details! The soldier's life is in many ways an unnatural one. He is always dragged out of bed at most unreasonable times. Reveille in summer is at 5 a.m., in winter generally at 5.30 or 6. Thus the unfortunate recruit never enjoys the most valuable hours of sleep during the year when he most needs them."

"What is the result? The average soldier at forty is worn out and done for. He is old, careworn, and useless for any other job. An antiquated discipline and absurd formality have dulled his intellect, unnatural hours and avoidable hardships have dried up the current of his youth."

"I have seen an entire battalion, living under canvas, aroused at 5 a.m. on a Sunday morning, although there was no parade until 8.45. It was pouring with rain, and there was no shelter except in the tents. But formality prescribed that each man must rise at the sound of the bugle, fold up his bed, and sit on it for the next two or three hours until breakfast, instead of continuing a sleep which would have been of benefit to the health, the temper, and the willingness of all."

"It is just such little matters as these which make all the difference between comfort and discomfort. If troops are to be moved from one place to another, the most gladly the time is always carefully selected. Why is it that troops are invariably kept waiting? Whether it be a review, a field day, an inspection, or a competition, the men arrive on the ground hours and hours before they can possibly be required."

"There is surely more time wasted in the Army than in any other profession. An army that is hours too early in times of peace will be hours too late in times of war, for both evils are due to defective organisation and a lack of control, control."

In another part of his article the writer says: "The Militia private comes from the ranks of the unskilled labourer, the casual worker without fixed abode or occupation. The Volunteer battalions are filled with skilled artisans, men infinitely above the Militiaman in the social scale and who never would be content to serve with him in the ranks."

"On the other hand, the Militia officer is usually drawn from a class socially superior to the Volunteer officer. Consequently neither officers nor men care to serve alongside one another in the ranks. If the country is not ripe for the democracy of compulsory service, it certainly will not take kindly to a voluntary leveling of class distinctions."

"The Volunteers are the most democratic force that exists, excepting, perhaps, the French Army of recent years. The officers and men are often friends and neighbours in civil life. Their discipline results from the goodwill which naturally springs from obligations and departures from everyday life voluntarily incurred. The relations between officers and men are very different from what they are in the Line or Militia."

Evening News.

CHURCH SERVICES.

St. Peter's Church, Queen's Road, West—13th Sunday after Trinity. Holy Communion 7.30 a.m., Morning Prayer 11 a.m. Vespers, Evensong, Te Deum, Woodward, Bonelius, Tronbeck; Hymns, 9, 476, 591 and 521; Kyrie, Evening Prayer, 6.30; Magnificat, Sancte Nunc Dimiti, Hymns, 11, 471, 593 and 390. The Church launch, "Dory," will call for ships carrying white crosses to bring friends ashore to the services; between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 0.30 and 6), returning afterwards. The "Answering Pennant" is the call flag. All the settings are free and unappropriated. Visitors welcome. Books, &c., provided.

Sunday School 10-10.45 a.m.

St. Andrew's, Kowloon—(Robinson Road, near British School.) Sundays—Holy Communion 1st Sunday in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd and 5th Sundays at 7 p.m. Morning Prayer and Service at 6 p.m.; Congregational practice of Hymns, &c., at 6.45. "Hymn Communion" used and provided. All seats are free after the commencement of Service. Appropriated settings are reserved up to that time.

Churches before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. John's Church, Garden Road (Roman Catholic), Mass, Benediction and Service in English, at 10 a.m.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 6th Sept., 1907:—Very little business has been transacted during the past week, and rates, with few exceptions, show no material change. Exchange on London close at 2/2-58 T.T., and on Shanghai at 73 T.T.

BANKS—Hongkong and Shanghai have ruled quiet, but steady at \$647 a day, and \$507 a week. London quoted £78 old and £507 a new. London paid up £15 paid up. Nationals are unchanged at \$51.

MARINE INSURANCE.—Unions have been booked at \$770 down to \$760, at which latter rate, however, there are buyers. North China, after sales at Tls. 75, improved to Tls. 71, but at the latter rate one market closed with small sellers. China Traders continue in request at \$93, but Canton and Yangtze are obtainable at quotations.

Fire INSURANCES.—A sale of China is reported at \$87, but at this rate there are further sellers. Hongkong continue on offer at \$51.

SHIPPING.—Unions have been unchanged with sellers at \$328 for the preferred, and \$23 deferred continually, but these rates do not apparently tempt holders. China and Maxicas will still be placed at \$15, and Shell Transports at the improved rate of 45. Star Ferries (old) have declined to \$20 with sellers, and the new issue to \$12 with sellers.

REFINERIES.—China Sugars continue on offer at \$98, and Lau my a. \$21.

MINING.—A fair business is reported in Rambu at \$7, and more shares are required for. Charbonnages are wanted at \$170 ex. the first dividend of Tls. 65 (Coupon No. 13) paid on the 2nd instant in Paris.

DOCKS, WHARVES AND GODDOWNS—Hongkong and Whampoa Docks have steadily improved with small sales to \$105 at which the market closes steady. Hongkong and Kowloon Wharves, after sales at \$65, have declined to \$63 with sellers. Shanghai Docks are easier in the north at Tls. 73, but Shanghai and Hongkew Wharves have firm'd up and are now quoted at Tls. 226.

LANDS, HOTELS AND BUILDINGS—Hongkong Lands continue on offer at \$98 and Kowloon Lands are now procurable at \$16. Hongkong Hotels are still enquired for at \$50, but no shares appear to be available at the rate.

Humphreys Estates have been booked and more shares are wanted at \$104.

COTTON MILLS—Hongkong are on offer at \$11 but without business. Ewos are quoted at Tls. 65. Internationals at Tls. 52. Lau Kung Mills at Tls. 9 and 10, ex. Chas. at Tls. 30.

MISCELLANEOUS.—China Businesses have been sold at \$91, and China Providents at \$390. Green Island Compt. are firm with sales and further buy at \$14, but with no sellers under \$11. Ropes have improved to \$25 buyers, and China Light and Power to \$6 with sales and further buyers. Wagons, after sales at \$11, and sellers at \$11, have declined to \$11 with sellers.

WALLACE MINTS—Hongkong are on offer at \$11 but without business. Ewos are quoted at Tls. 65. Internationals at Tls. 52. Lau Kung

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

SPECIAL EXCURSION TO MACAO.

TO MORROW (SUNDAY), THE 8TH SEPTEMBER.

THE Company's Steamship

HONAM

WILL DEPART FROM DOUGLAS WHARF AT 9 A.M., RETURNING FROM MACAO AT 5 P.M. TO THE CO. S. WHARF.

LUNCHEON AND REFRESHMENTS SUPPLIED ON BOARD.

POPULAR EXCURSION RATES AS USUAL.

CHILDREN under 12 Years HALF PRICE.

NO CHITS will be accepted and Servants' Passage must be paid for.

W. E. CLARKE,
Secretary.

1451

Hongkong, 4th September, 1907.



MASTER, Ltd., have you a. in the E. and supply you with a better article. That you can buy elsewhere. We are Makers of ENGAGEMENT AND DIAMOND GEM RINGS. Hard in a species of MARVELLOUS VALUE 60/- NO. L Ruby Centre and Diamonds. Set in Gold, Fr. Gold, Price 60/- Or 20/- now and pay 20/- when you receive the Ring. we give you rate delivery to any part of the world.

Ruby Centre and Diamonds. Set in Gold, Fr. Gold, Price 60/- Or 20/- now and pay 20/- when you receive the Ring. we give you rate delivery to any part of the world.

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Ruby Centre and Diamonds. Set in Gold, Fr. Gold, Price 60/- Or 20/- now and pay 20/- when you receive the Ring. we give you rate delivery to any part of the world.

<p

SHIPPING.

ARRIVALS.

FAIRBANG, British str., 1,410, H. S. Malkin, 5th September—Hongkong 3rd Sept., Coal—Jardine, Matheson & Co.
KNIENBERG, German str., 646, F. Heintz, 6th Sept.—Macao 6th Sept., General Jebsen & Co.
PROGRESS, Norwegian str., 1,671, The Schlewig, 6th September—Sandakan 31st August, Timber—Order.
SATSUMA, British str., 2,630, Armstrong, 6th September—Keelung 4th Sept., General—Doddwell & Co.
SIGNAL, German str., 307, G. Schlaikier, 6th September—Pekooi and Hohow 5th Sept., General—Johns & Co.
STORZ-NORISKE, Danish coal-steamer, 176, H. C. A. Petersen, 6th Sept.—Cruze 23rd Aug.—Shanghai 4th Sept., G. N. T. Co.
TAIKOAN MARU, Japanese str., 1,054, 1st Fukui, 6th Sept.—Kuchinotzu 1st Sept., Coal—Mitsui Russen Kaisha

CLEARANCES
AT THE HARBOUR MASTERS OFFICE
6th September.
China, American str., for San Francisco.
Gregory Apeo, British str., for Shanghai.
J. Diederichsen, German str., for K. C. Wan.
Marmora, British str., for Europe & Co.
Peru, British str., for Shanghai.
Takao Maru, Japanese str., for Shanghai.
Yokohama, British str., for Manila.

DEPARTURES

6th September.

CHINCHING, British str., for Canton.
DAI-LING, German str., for Kuchinotzu.
DELA, British str., for Shanghai.
FOOSHING, British str., for Foochow.
FORSTERDAE, British str., for Souratay.
FRITHJOF, Norwegian str., for Swatow.
HARSHUO, German str., for Singapore.
HAIJUN, British str., for Swatow.
KUMANO MARU, Japanese str., for Manila.
STANDARD, Norwegian str., for Saigon.
WYNER, British str., for Calcutta.
YUNSAN, British str., for Manila.

SHIPPING REPORTS
The British str. *Fairbong* reports. Moderate to fresh N. E. wind, equally and moderate N. E.

VEESSES IN DOCK
September 6th.
ABERDEEN DOCKS.—*Rubi*
KOWLOON DOCKS.—*Pericles*, H.M.S. *Flora*,
Tristam, *Dragon*, *Portchuan*.
COSMOPOLITAN DOCKS.—

VEESSES ON THE BERTH

FOR VLADIVOSTOK

THE Steamship
"VINE BRANCH" will be despatched as above on or about 10th September.

For Freight and further particulars apply to DODWELL & CO., LTD. Agents.

Hongkong, 7th August, 1907. 1308

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamer to ADEN, SUZU, PORT SAID, MYSKNA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMENDRA and MALAGA.)

THE Steamship

"ISCHIA" will be despatched as above on WEDNESDAY, the 1st Sept., at NOON. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co. Agents.

Hongkong, 30th August, 1907. 4



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. Taking cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"VORWAERTS," Captain B. Bodnar, will be despatched as above on or about FRIDAY, the 26th September. This Steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess.

For information as to Passage and Freight, apply to SANDER, WIELER & Co. Agents.

Hongkong, 31st August, 1907. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Karsan, Kobe and Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons. About
KASA-TO-MARU 6,100 Mid. of Oct.
KATHARINE PARK 5,000 End of Nov.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.

Hongkong, 3rd September, 1907. 10



HONGKONG—MANILA.

Highest class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabin. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOE	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to

SHEWAN, TOME & CO.,
GENERAL MANAGER.

Hongkong, 26th August, 1907. 15

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN, TOME & CO.,
GENERAL AGENTS.

Hongkong, 3rd September, 1907. 16

EAST ASIATIC CO., LTD.,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE and COPENHAGEN	"TPANQUEBAR"	On 17th September.
YOKOHAMA and KOBE	"INTIEN"	On 24th September.

For further particulars apply to Hongkong, 4th September, 1907.

MELCHERS & CO., AGENTS.

Hongkong, 4th September, 1907.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHANGHAI via SWATOW "CHOYSANG" Saturday, 7th Sept., 4 P.M.

SHANGHAI via SWATOW "CHIPISHING" Saturday, 7th Sept., 4 P.M.

MOJI "WING-SANG" Tuesday, 10th Sept., 4 P.M.

MANILA "LOONG-SANG" Friday, 13th Sept., 4 P.M.

REDUCED FARES TO STRAITS AND CALOUTTA.

Hongkong to Singapore 1st Class, Single 3 65. Return \$100.

Penang "85. Calcutta " 130.

Calcutta " 165. " 250.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD.

GENERAL MANAGERS.

18

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION

VESSEL'S NAME

FLAG & RIG

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DISPATCHED

LONDON & C. via usual ports of call	MELCHERS	BRIT. str.	G. H. C. Weston, R.N.R.	P. & O. S. N. CO.	To-day at Noon.
LONDON & ANWERP via SINGAPORE, &c.	CEYLON	BRIT. str.	G. W. Babot	P. & O. S. N. CO.	Above 11th inst.
MARSEILLES, &c. via ports of call	TOURANE	French str.	Lancelin	MESSENGERS MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, HAVRE & COENHAGEN	TEPANEQUEBAR	Dan. str.	...	MELCHERS & CO.	On 17th inst.
HARVE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	W. Winzenberg	HAMBURG-AMERIKA LINIE	On 22nd inst.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, &c.	BELGRAVIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 19th October.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	v. Hoff	HAMBURG-AMERIKA LINIE	On 20th October.
TRISTE, &c. via SINGAPORE, &c.	HOHENSTAUFEN	Ger. str.	E. Malchow	HAMBURG-AMERIKA LINIE	On 20th October.
VORWAERTS	KOSTROMA	Aus. str.	Jager	HAMBURG-AMERIKA LINIE	Middle of October.
NEW YORK	SATSUMA	Rus. str.	B. Bodnarz	HAMBURG-AMERIKA LINIE	To-day.
BOSTON & NEW YORK	CHIPISHING	Brit. str.	...	DODWELL & CO., LTD.	On 14th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	TARTAE	Brit. str.	T. W. Gardick	CANADIAN PACIFIC R. CO.	On 11th inst., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Am. str.	W. E. T. S. Filmer	CANADIAN PACIFIC R. CO.	On 26th inst., at 4 P.M.
VICTORIA (B.C.) via TACOMA via JAPAN	DEMONT	Am. str.	G. C. Christiansen	DODWELL & CO., LTD.	On 12th inst.
CALLAO and IQUIQUE, via JAPAN	KABATO MARU	Jap. str.	TOYO KISEN KAISHA	TOYO KISEN KAISHA	Middle of October.
SALINA CRUZ, MEXICO via MC JI & JAPAN	MAHIE	Jap. str.	...	...	For further particulars, apply to
AUSTRALIAN PORTS via MANILA	TSINAN	Brit. str.	...	...	E. A. HEWETT, Superintendent.
PEINZ SIGISMUND	...	Ger. str.	...	...	Hongkong, 7th September, 1907.
ALDENHAM	...	Brit. str.	...	...	REGULAR STEAMSHIP SERVICE
VINE BRANCH	...	Brit. str.	St. John George	WITH LIBERTY TO CALL AT MALABAR COAST.	
CHINGTU	...	Dan. str.	W. B. Brown	PROPOSED SAILINGS FROM HONGKONG	
INDIEN	...	Dan. str.	...	FOR NEW YORK.	
PRINZ WALDEMAR	...	Brit. str.	W. von Senden	S.S. "SATSUMA" ... 7th Sept.	
WING-SANG	...	Brit. str.	H. G. Walker	FOR BOSTON AND NEW YORK.	
...	...	Dan. str.	H. Koopa	S.S. "GHAZEE" ... 14th Sept.	
...	...	Dan. str.	F. Mooney	+ S.S. "SIKH" ... 5th Oct.	
...	...	Dan. str.	...	1st Class Passenger accommodation.	
...	...	Dan. str.	...	For Freight and further information, apply to	
...	...	Dan. str.	...	DODWELL & CO., LTD., Agents.	
...	...	Dan. str.	...	Hongkong, 22nd August, 1907. 1226-125	

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, PERA and YOKOHAMA	GOEBEN	About 6th Sept.	Freight only.
LONDON VIA USUAL PORTS	MARMORA	Noon, 7th Sept.	Sea Special.
LONDON and ANTWERP, VIA SINGAPORE, CEYLON, PENANG, COLOMBO, and PORT SAID	Capt. G. H. C. WILSON, R.N.R.	9th Sept.	Advertisement.
For further particulars, apply to	E. A. HEWETT, Superintendent		

Hongkong, 7th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI, WEIHAIWEI, CHEFOO and TIENTIN	* "YOCHOW"	On 7th Sept., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENTIN	"HUICHOW"	On 7th Sept., 4 P.M.
MANILA, ZAMBOANGA PORT		
DARWIN, CAIRNS, COOKTOWN, BRISBANE, TOWNSVILLE, SYDNEY and MELBOURNE	* "TSINAN"	On 7th Sept., 4 P.M.
HOIHOW and HALPHONG	* "HUEPEH"	On 9th Sept., 4 P.M.
MANILA	* "TAMING"	On 10th Sept., 4 P.M.
YOKOHAMA and KOBE	* "CHINGTU"	On 14th Sept., 4 P.M.
CEBU & ILUOLO	"SUNGKANG"	On 14th Sept., 4 P.M.
SWATOW and SHANGHAI	* "KUANGKUANG"	On 17th Sept., 4 P.M.
SWATOW and SHANGHAI	* "SHAOHSING"	On 19th Sept., 4 P.M.
CHEFOO and NEWCHWANG	* "KWEIYANG"	On 19th Sept., 4 P.M.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
† Taking Cargo on through-bills of lading to all Yangtze and Northern China Ports.		
† Taking Cargo and Passengers at through rates and all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	II.
Hongkong, 7th September, 1907.		

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).		
TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR" 4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPEROR OF CHINA" 6,000	THURSDAY, 26th Sept.	14th Oct.
"EMPEROR OF INDIA" 6,000	THURSDAY, 24th Oct.	16th Nov.
"MONTEAGLE" 6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPEROR OF JAPAN" 6,000	THURSDAY, 21st Nov.	9th Dec.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE (through the INLAND SEA of JAPAN), KOBE, KOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express and at QUEBEC with the Co.'s NEW PALATIAL "EMPEROR" Steamships. 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.

Intermediate Steamers } £40, " 242.

First Class rates include cost of Meals and Berths in Sleeping Car while crossing the American Continent.

B.M.S. "MONTEAGLE," and "TARTAR" carry Intermediate passengers only, at Intermediate rates, affording reasonable accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan, Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

61

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN"	About Tuesday.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH"	Wednesday 11th Sept., at NOON
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 12th Sept., at NOON.
YOKOHAMA and KOBE	"PRINZ WELDEMAR"	About Thursday 18th October.

For further particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th September, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUL VIA SWATOW, "JOSHIN MARU" AND AMOY	Capt. H. S. SMITH	SUNDAY, 8th Sept. at 10 A.M.
SHANGHAI VIA SWATOW, "SOSHUL MARU" AND AMOY and FOOCHOW	Capt. T. S. URUGA	SUNDAY, 8th Sept. at 9 A.M.
SINGAPORE AND "YERIMO MARU" CALCUTTA	Capt. N. KOBAYASHI	FRIDAY, 13th Sept. at NOON.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 6th September, 1907.

T. ARIMA, Manager.

14

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C. Coal Agents—HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER AND ICE, SHIP'S STORES AND PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN, YORK BUILDINGS.

Hongkong, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS REG.

"BUELOW" 8,000 ON MARCH 11TH.

Capt. FORBES.

"PRINZ LUDWIG" 9,630 ON MARCH 25TH.

Capt. von BINZER.

"PRINZESS ALICE" 10,911 ON APRIL 8TH.

Capt. POLACK.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For particulars, apply to—

MELCHERS & CO.,

General Agents. 1395

Hongkong, 19th August, 1907.

MORRELL'S INK POWDERS FOR SCHOOL USE.

In 5d. sized Tins, to make 1 GALLON of good Black Ink.

THIS has been proved by various Scholastic Authorities to be far superior to anything at present on the market.

MORRELL'S "IDEAL" COLORED CHALKS.

For Blackboard use. Durable and antiseptic. The finest made.

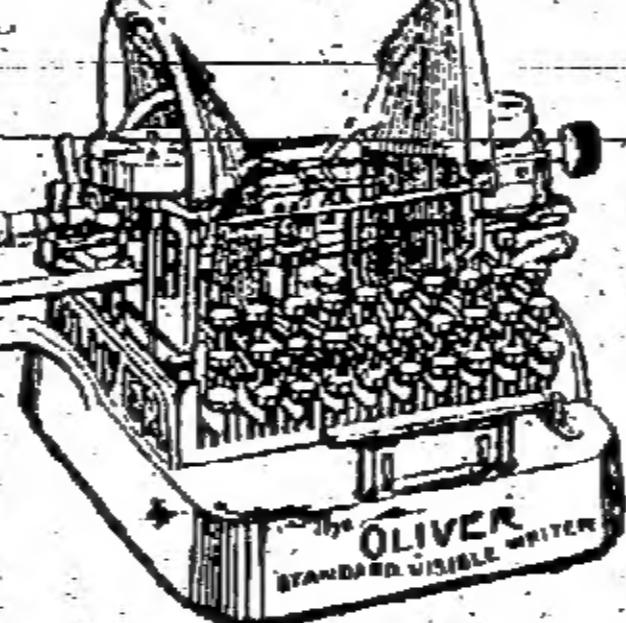
TRY THEM!!

SPECIAL TERMS TO SHIPPERS.

H. MORRELL, LTD., BOW BRIDGE, STRATFORD, LONDON, E.

WORKS: 2 COOKS ROAD, STRATFORD, LONDON, ENGLAND.

1224-1



THE OLIVER TYPEWRITER.

VISIBILITY. SIMPLICITY. DURABILITY.

UNRIVALLED FOR DUPLICATING, WRITING IN SIGHT,

UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL Machines kept in Stock.

OLIVER TYPEWRITER CO., LTD.

PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

1. THE WARRANTY-Stamp of the UNION DES FABRICANTS.

2. A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial

purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS:—CALDECK, MACGREGOR & CO., HONGKONG.

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 1907.

From 1874 to 1906.

Small ... 6.00

Large ... 6.00

POST OFFICE NOTICE

The China, sailing on the 7th instant, will not call at Shanghai.

The Geoen, with the German mail of the 13th August, left Singapore on Thursday, the 5th inst., at 10 a.m. and may be expected here on or about Monday, the 9th instant, at p.m.

FOR

PER

DATE

NAGASAKI, KOBE, YOKOHAMA, HONOLULU
and SAN FRANCISCO
Supplementary mail on board up to the
time fixed for departure of the mail.

Extra Postage 10 cents.

Shanghai, Muji, Kuta and Yokohama
Swatow and Bangkok
Sagam
Hongkong
Swatow, Singapore and Bangkok
Manila

EUROPE & C., India via Tucorin
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.

Malin, Zamboanga, Port Darwin, Thursday
Island, Cocktown, Cairns, Townsville
Brisbane, Sydney, Hobart, Launceston
New Zealand, Melbourne, Adelaide and
Perth

Macau

Manila and New York

Swatow and Bangkok

Tientsin

Shanghai

Swatow, Weihaiwei, Chefoo and Tientsin

Hoichow and Haiphong

Hongkong

Moji

Swatow, Amoy, Fuchow and Shunghai

Hoichow and Haiphong

Macao

Singapore, Penang and Calcutta

Manila

Shanghai

Manila

Moji and Kobo

Shanghai, Nagasaki, Kobe, Yokohama

Victoria and Vancouver, B.C.

IT IS PURE.

IT IS WHOLESOME.

IT IS REFRESHING.

SUN PILSENER BEER.

TRY IT.

OBTAIABLE EVERYWHERE.

SOLE AGENTS:

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 28th, August, 1907.

JOINT STOCK SHARE.

Hongkong, September 6th.

COMPANY. PAID UP QUOTATIONS.

Albania \$100 \$120.

Banks \$100 \$471, sellers

Hongkong & Shai. \$125 \$507, sellers

Registration, with late fee of 10 cents, up to 9.15 A.M. \$100

Registration, Kowloon B.O. 9.00 A.M. \$100

No late fee. Letters 10.00 A.M. \$100

Registration, 10.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 10.00 A.M. \$100

No late fee. Letters 11.00 A.M. \$100

Printed Matter, and Samples 9.00 A.M. \$100

Registration 9.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 9.15 A.M.) \$100

Registration, Kowloon B.O. 9.00 A.M. \$100

No late fee. Letters 10.00 A.M. \$100

Printed Matter, and Samples 10.00 A.M. \$100

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(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 10.00 A.M. \$100

No late fee. Letters 11.00 A.M. \$100

Printed Matter, and Samples 11.00 A.M. \$100

Registration 11.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 11.00 A.M. \$100

No late fee. Letters 12.00 A.M. \$100

Printed Matter, and Samples 12.00 A.M. \$100

Registration 12.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 12.00 A.M. \$100

No late fee. Letters 1.00 P.M. \$100

Printed Matter, and Samples 1.00 P.M. \$100

Registration 1.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 1.00 P.M. \$100

No late fee. Letters 2.00 P.M. \$100

Printed Matter, and Samples 2.00 P.M. \$100

Registration 2.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 2.00 P.M. \$100

No late fee. Letters 3.00 P.M. \$100

Printed Matter, and Samples 3.00 P.M. \$100

Registration 3.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 3.00 P.M. \$100

No late fee. Letters 4.00 P.M. \$100

Printed Matter, and Samples 4.00 P.M. \$100

Registration 4.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 4.00 P.M. \$100

No late fee. Letters 5.00 P.M. \$100

Printed Matter, and Samples 5.00 P.M. \$100

Registration 5.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 5.00 P.M. \$100

No late fee. Letters 6.00 P.M. \$100

Printed Matter, and Samples 6.00 P.M. \$100

Registration 6.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 6.00 P.M. \$100

No late fee. Letters 7.00 P.M. \$100

Printed Matter, and Samples 7.00 P.M. \$100

Registration 7.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 7.00 P.M. \$100

No late fee. Letters 8.00 P.M. \$100

Printed Matter, and Samples 8.00 P.M. \$100

Registration 8.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 8.00 P.M. \$100

No late fee. Letters 9.00 P.M. \$100

Printed Matter, and Samples 9.00 P.M. \$100

Registration 9.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 9.00 P.M. \$100

No late fee. Letters 10.00 P.M. \$100

Printed Matter, and Samples 10.00 P.M. \$100

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(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 10.00 P.M. \$100

No late fee. Letters 11.00 P.M. \$100

Printed Matter, and Samples 11.00 P.M. \$100

Registration 11.00 P.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 11.00 P.M. \$100

No late fee. Letters 12.00 A.M. \$100

Printed Matter, and Samples 12.00 A.M. \$100

Registration 12.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 12.00 A.M. \$100

No late fee. Letters 1.00 A.M. \$100

Printed Matter, and Samples 1.00 A.M. \$100

Registration 1.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 1.00 A.M. \$100

No late fee. Letters 2.00 A.M. \$100

Printed Matter, and Samples 2.00 A.M. \$100

Registration 2.00 A.M. \$100

(Registration, with late fee of 10 cents, up to 10.45 A.M.) \$100

Registration, Kowloon B.O. 2.00 A.M. \$100

No late fee. Letters 3.00 A.M. \$100

Printed Matter, and Samples 3.00 A.M. \$100

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Registration, Kowloon B.O. 3.00 A.M. \$100

No late fee. Letters 4.00 A.M. \$100

Printed Matter, and Samples 4.00 A.M. \$100

Registration 4.00 A.M. \$100

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. 22

NEEDERLANDSCH-INDISCHE
HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK)
ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (£1,250,000)
Subscribed Capital FL 10,000,000 (Paid up)
Reserve Fund FL 2,112,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.
BRANCHES at: Singapore, Sourabaya, Samarang, Indramanu, Bandung and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Pemang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai.

BANKERS: London: THE WILLIAMS DEACONS BANK, SWISS BANKERERIN. Paris: COMPAGNIE NATIONAL D'ESCOMPT DE PARIS. Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PAYS BAS. Vienna: UNION BANK. Roma: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World, and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Deposits: 12 months 4% per annum.
do. 6 do. 3½% do.
do. 3 do. 3% do.

J. BOETJE, Manager.

No. 16, Des Vœux Road Central

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 3,750,000

HEAD OFFICE: TAIPEH, FORMO.

BRANCHES AND AGENCIES:
Amoy Kobe Tainan
Anping Nagasaki Tamsui
Foochow Osaka Tokio
Keelung Shanghai Yokohama
Swatow

HONGKONG OFFICE:
3, Des Vœux Road.
Interest allowed on Current Account.
Deposit received on terms which may be on application.

D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 842

INTERNATIONAL BANKING
CORPORATION.

Fijas—Agents of the United States in China, the Philippines Islands, and the Republic of Panama.

CAPITAL PAID UP Gold \$2,250,000,
about Max. \$5,900,000

RESERVE FUND Gold \$250,000,
about Max. \$5,900,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account at the Rate of

2% per annum on Daily balances and accepts

Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

For 6 " 4 " "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong 24th July, 1907. 1239

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID UP CAPITAL \$10,000,000

RESERVE FUNDS:—

STEELING \$1,000,000 at 2% = \$10,000,000

SILVER 11,750,000

\$21,750,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

COVEN OF DIRECTORS.

G. H. MEDHURST, Esq.—Chairman.

Hon. Mr. HENRY KESWICK, Deputy Chairman.

A. Fuchs, Esq. E. Shaw, Esq.

R. Goots, Esq. R. Shaw, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lehmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

MANAGER

Shanghai—H. E. R. HUNTER

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. on the daily balance.

On Fixed Deposits:—

For 3 months, 3½% per cent. per annum.

For 6 months, 3½% per cent. per annum.

For 12 months, 4% per cent. per annum.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4½% per annum.

do. 6 do. 4% do.

do. 3 do. 3½ do.

J. L. VAN HOUTEN, Agent.

Hongkong, 3th June, 1907. 261

BANKS

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP.—Sh. Total 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:—
Berlin, Hamburg, Colombo, Hankow,
Nanking, Peking, Tianjin, Tsinan, Tsin-tau,
Kolo, Yokohama, Singapore.

Founded by the following Banks and
Bankers:—

KÖNIGLICHE SEBENHANDLUNG (PRUSSISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-
GESELLSCHAFT.

DEUTSCHE BANK.

S. BLECHRODE'S
BERLINER HANDELS-
GESELLSCHAFT.

BANK LUKE'S HANDEL UND
INDUSTRIE.

ROBERT WARSCHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &
SÖHNE.

JACOB S. H. STEIN

NORDDEUTSCHE BANK IN HAMBURG.

HAMBURG, Bremen, Bremen, Bremen, Bremen.

BAUERSONS HYPOTHEKE UND WICHTIGE
BANK, MÜNCHEN.

LONDON BANKERS.

MAYER & CO.

THE UNION BANK.

ROMAN BANKING COMPANY.

INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

on application.

F. JUNG, Manager.

Hongkong, 7th January, 1907. 25

NOTICES TO CONSIGNEES

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex ss. "Moloc" and "Cordouan,"
from Havre ex ss. "Villa de Lille" in
connection with the above Steamer are hereby
informed that their Goods, with the exception
of Opium, Tea and Vinaigre, are being
landed and stored at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex ss. Victoria,
From Calcutta, ex ss. Nile,
From Persian Gulf ex. B. I. S. M. and
H. F. & N. N. Co.'s Steamers.

Optional cargo will be forwarded on unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 11th inst., at 4 P.M.
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Godowns
for examination by the Consignees and
the Company's representatives at an appointed
hour. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized. No
claims will be admitted after the goods have
left the Godowns.

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